

PERSIA SANK IN 5 MINUTES NO WARNING; 245 PERISH

PAN-AMERICA FORMS TOPIC OF SERMONS IN CHURCHES

Special Services Held in Honor of Gathering of Latin-American Scientists at Request of State Department.

Principal Event at St. Patrick's, Where Many Visitors Attend Mass—Bishop Currier, Formerly of Cuba, Preaches.

Complying with a request from the State Department that today be recognized and observed as Pan-American Sunday, many Washington churches held special services, which were well attended by savants from South and Central America and their wives and daughters. Sermons appropriate to the presence of the Latin-American scientists and their mission in the National Capital were preached, and many references to them and their peaceful, progressive labors were heard.

The principal service was held at St. Patrick's Roman Catholic Church, where a great majority of the South and Central American men and women gathered to attend the high mass and hear a sermon in Spanish, preached by the Right Rev. Charles Warren Currier, formerly bishop of Matanzas, Cuba. The sermon was subsequently delivered in English for the benefit of the Americans present in the congregation.

NOTABLES PRESENT.

The first twenty rows of pews in the church were reserved for the Latin-American visitors, practically all of them being Catholics. The delegation of several hundred savants who attended the mass was headed by Ambassador Suarez, of Chile, president of the Pan-American Scientific Congress. In the pews with him and the adjoining pews sat other diplomatic representatives of South and Central American countries and scores of the scientists attending the sessions of the congress.

The decorations of the church were

(Continued on Fourth Page.)

TO ENLIST BIG ARMY OF HIGH SCHOOL BOYS

Plan Proposed Would Provide by 1922 Almost Two Million Trained Young Men.

CHICAGO, Ill., Jan. 2.—A nationwide move to enlist into a cadet army the 300,000 eligible young men who enter the freshman classes of the high schools of the United States each year will be launched at a meeting to be held in the Hotel LaSalle tomorrow.

The move has the sanction of the Federal War Department and the superintendents of public instruction of about twenty-five States. A bill will be submitted to Congress as soon as all the details of the project are worked out. It is believed that by then the movement will have the sanction of all the States. Backers of the move figure that by 1922 and thereafter the United States will have a trained body of 1,800,000 young men available for war if such need come.

Capital "Peace Doves" on Ford Ship Had Plenty of Excitement and Work



Top Row, left to right—JOHN ENGLISH, RICHARD ENGLISH, T. J. BALDWIN, G. P. BOWMAN, SALVADOR DEMMA, MISS LAURA JAKER, ROBERT B. BERMANN, MISS MARY SEAFORD, SKELON HIGGINS, MISS MARY MARTIN, HARRY COFFMAN, a stenographer.

Bottom row, left to right—R. S. NEELY, chief clerk Ford Motor Car Company; HENRY FORD, MISS MARIE LUISE WISSINGER, BERT EMERSON, LOUIS P. LOCHNER, peace secretary to Mr. Ford; MISS JULIA STEVES, E. C. SCOTT, VON AISDALE B. TURNER, MISS ANNA BLACK, a delegate; ISADOR CAESAR, MISS LEONORA KAUFFMAN, COL. R. H. HENRY, FRED E. SNIF-FEN, and REXFORD HOLMES.

PEACE 'ANGEL' FORD ELUDES REPORTERS

Arrives at New York in Fog and Flees on Neutrality Yacht Guide.

NEW YORK, Jan. 2.—Henry Ford, apostle of peace and maker of the famous Ford flivver, arrived in New York early today in a fog and gloom as deep as that in which he left his disciples in far-away Copenhagen.

The gentleman from Detroit was up early aboard the Norwegian liner Herford, and he evidently had taken pains to avoid the publicity which an interested public was trying to thrust upon him.

Fleeing the newspaper men, Mr. Ford was spirited away aboard the neutrality yacht Guide at the special order of Secretary of the Treasury McAdoo.

The Guide is a motor yacht, which patrols the harbor in the interests of neutrality.

Is "Near" Official.

She was used to take Mr. Ford off the liner because he, as a member of the naval advisory board, is considered to be in Government employ in a semi-official capacity.

The Guide left the Battery at 7:30. She waited for Mrs. Ford, Edsel Ford, son of the peace apostle; Mrs. Dean Margulies, a friend of Mrs. Ford; W. A. LIVINGSTON, a friend of Mr. Ford.

(Continued on Second Page.)

KAISER CONFINED TO BED, HOLLAND HEARS

General Physical Depression Said to Bar All But Certain Officials From Room.

AMSTERDAM, Jan. 2.—Despite optimistic reports appearing in the German newspapers, the Kaiser is confined to his bed and allowed to receive only certain officials, according to advice received here. He is said to be suffering not only from violent, carbuncles, but from a severe inflammation of the throat and general physical depression, the result of his visits to the battle fronts. Physicians have been unable to remove the danger of blood poisoning, it was stated. The Kaiser is personally nursing the Kaiser.

Washington Newspaperman, Who Sailed as "English Critic," Declares Real Trouble Was That Nobody Knew What He or She Was Expected to Do—Birthday Party to Capital Girl Unit—ed All Factions at Feast.

By ROBERT BASTIEN BERMANN.

Before I start my story of the Ford peace expedition I want to correct a few popular misimpressions.

The voyage was a joke—how could a peace trip which civil war constantly threatened to disrupt be otherwise?—but it wasn't a wild revel. Everything, almost, was conducted in a moderately parliamentary fashion, even though somewhat tumultuously, and the things that did happen were rather spectacular than dissipated.

Also, as to my own personal capacity, I wish to say that I was just about the most insignificant person aboard. While I sailed with the high-sounding title of "English critic," my actual status was just about midway between that of a messenger boy and Jake, the stow-away. And at that I fear I'm doing Jake a bit of an injustice.

And there were no squirrels.

PURELY A WASHINGTON STORY.

This is to be purely a Washington story of the trip; but to make you understand just what happened it will be necessary to sketch a brief resume of the actual trip, as it has been partially outlined in the newspapers.

The peace trip was a war from start to finish. There were, primarily, fights among the delegates; there were fights in the "directing organization"; there were fights in the business office; there were fights among the reporters; and there was a constant fight between all the groups.

The real trouble was that nobody knew just what he or she was to do; the delegates didn't, the business office didn't, the "directing organization" didn't, and even the newspaper people weren't quite sure.

I think about the only person aboard who really had any definite idea of the initial purposes of the expedition was Henry Ford and he didn't do any talking after he had a few glimpses of life aboard the Oscar.

The big split, of course, was over preparedness—the Jones-Aked-Schwimmer faction wanted the United States to disarm right away, as a sort of example to the warring nations; the McClure-Bernstein crowd wanted to establish peace first and disarm afterwards.

A set of resolutions was drawn up, denouncing the President for his message advocating a larger military, and the delegates were told that they would have to sign if they wanted to take part in the final peace conference. That

WARNED NOT TO GO ON THE LAFAYETTE

Prospective Passengers on French Ship Get Letters Similar to Those on Lusitania.

NEW YORK, Jan. 2.—American passengers sailing from Bordeaux for New York on the Lafayette have received warnings similar to those received by passengers on the Lusitania on her last trip, according to a cable dispatch from Richard Harding Davis, in Paris, to the New York Times.

The cable said the most prominent passengers received letters the same as those sent to the manager of the Empire Theater when he sailed from New York.

Charles Frohman, manager of the Empire Theater, received a letter of warning before he boarded the Lusitania, May 1, 1915. He was one of the ill-fated passengers on the steamship Lusitania, when she was torpedoed and sunk by a German submarine off the coast of Ireland on the afternoon of May 7.

On the morning of the ship's departure the newspapers published the famous advertisement of the German embassy warning American travelers not to sail on British vessels, and on the pier just before the vessel sailed there were many reports that passengers, including Alfred Vanderbilt, Mr. Frohman, and others, had received telegrams and letters warning them specifically that it would not be safe to sail on the Lusitania. Mr. Frohman, it was reported, had received at his office the day before an undated anonymous note, delivered by messenger, saying that it would not be safe to sail on the Lusitania.

As having possibly some bearing on the meaning of Mr. Davis' dispatch from Paris, it may be stated that The Times has knowledge of an intending passenger on the Lafayette who canceled his passage a few days ago, and notified his friends in America that he was going to England to sail on an English vessel. He was anxious to reach New York as quickly as possible and had no particular business to call him to England.

\$100,000,000 Demanded Of Germany by Turkey

ZURICH, Jan. 2.—That Turkey has demanded \$100,000,000 of Germany to meet a deficit in the Turkish treasury, is reported here today.

U. S. CONSUL AMONG VICTIMS ON LINER; YOUNG GRANT IS SAFE

Official News Dissipates Hope That Extenuating Circumstances Might Be Found For U-Boat Attack—Demands Upon German and Austrian Governments for Information Likely.

The British steamer Persia was torpedoed without warning by an unknown submarine and sunk in five minutes with an estimated loss of 245 lives, according to an official dispatch to the State Department today from American Consul Garrels at Alexandria, Egypt.

Charles H. Grant, of Boston, one of the Americans aboard, was saved.

Robert N. McNeely, American consul at Arden, Arabia, was last seen struggling in the waters and is believed to have been drowned.

The State Department gave out the following paraphrase of the official dispatch:

"Persia sank 300 miles northwest of Alexandria at 1:05 on the afternoon of December 30. Steamer sank in five minutes. No submarine was seen, but an officer of the Persia saw its wake. One hundred and fifty-five out of 400 passengers and crew were landed at Alexandria, January 1. Charles H. Grant among survivors, but McNeely was probably lost, as he was last seen in the water."

PREMEDITATED MARITIME MURDER.

Receipt of this official news dissipated the hope officials had that extenuating circumstances might be found for the Persia disaster. The sinking of the vessel without warning and with such heavy loss of life is considered second only to the Lusitania tragedy as an example of premeditated maritime murder.

The dispatch was immediately sent to Secretary of State Lansing and a copy was wired to President Wilson at Hot Springs.

In view of the fact that the submarine was not seen by officers or passengers of the Persia, and its identity therefore cannot be established, it is considered highly probable that prompt demands will be made to the German and Austrian governments for information with respect to the submarine's nationality.

The dispatch from Consul Garrels did not state from what source the information contained therein was obtained. Cabled instructions were immediately sent to the consul to obtain affidavits from officers and passengers, particularly from the American survivor, Charles H. Grant, with a view to determining all of the facts in the case so far as they are known. An intimation in unofficial sources today that the Persia was an armed vessel was taken as an indication that this might be one defense set up by Germany or Austria for the attack.

THIS LINE OF DEFENSE INVALID.

That the United States would reject this line of defense was definitely indicated by officials.

Attention was called to the fact that the United States definitely placed itself on record on the question of arming merchant vessels of belligerents in official instructions sent to port collectors on September 19, 1914. In this official order it was declared that the United States would consider it an indication that armament carried is not intended for and will not be used in offensive operations if the following facts are shown:

"That the vessel carries passengers, who are as a whole unfitted to enter military or naval service of the belligerent whose flag the vessel flies, or of any of its allies, and particularly if the passenger list includes women and children."

This is the only defense that officials conceive could be entered by the submarine commander, as official infor-